



Public Transit in Arizona

Public transit serves several different functions in Arizona. It gives mobility to persons without access to an automobile and to those who do not drive. It provides important links between rural communities and metropolitan areas. In urban and rural areas it is important in reducing traffic congestion and pollution by providing an alternative to the single occupant vehicle. It also supports Arizona's tourism industry by enabling visitors to access congested areas.

In recent years, planning for all modes of transportation has been

combined under the ISTEA legislation and EPA mandates for clean air, limiting construction of new highway capacity. Therefore, public transit services operated by both public and private sectors are an integral part of the overall transportation network.

The public sector typically operates local and regional bus services, program transportation services and school pupil transportation.

The private sector typically operates intercity services, in charter and regional markets, and contract services.

Intercity Bus Service

Intercity bus service operates along the major travel corridors in Arizona. It provides passenger service to 83 communities, connecting these cities with other major urbanized areas in Arizona and other states. Arizona's geographic location along with the east-west interstate routes of I-40 in the north and I-10 and I-8 in the south, have resulted in maintaining fairly frequent service along these corridors. The demand for transportation between California and Texas, the two most populous states, has influenced the levels of service more than demand in Arizona.

Routes operating between California and Texas run primarily on I-10, while those serving San

Diego split off to I-8. Service between Albuquerque, New Mexico and Las Vegas, Nevada operate on I-40. Routes operating between the Midwest and California operate on I-15. Although the I-15 route does not stop in Arizona, it does serve St. George, Utah and Mesquite, Nevada and connects to I-70, serving Denver, Colorado and all points east.

Demand for north-south service from the Mexican border also supports a high level of service in the I-19/I-10 corridor, particularly from Nogales to Phoenix.



Statewide Transportation for the Elderly and Disabled

The Section 5310 program provides assistance in meeting the transportation needs of elderly persons and persons with disabilities where public transportation services are unavailable, insufficient or inappropriate. This Federal Transit Administration (FTA) program

provides capital assistance for transportation to private non-profit organizations, Indian tribes and limited public agencies statewide. The program is administered by ADOT and coordinated at the regional level by the Councils of Governments and Metropolitan Planning Organizations.

2002 Section 5310 Program Statistics

Vehicles	257
Vehicle miles	2,883,613
Passenger trips	1,171,917
Total cost	\$7,477,219
Cost per vehicle (avg.)	\$34,299
Cost/passenger trip	\$2.92

Transportation for Rural and Small Urban Areas

The Section 5311 program provides capital, administrative and operating assistance for public transportation programs in rural and small urban areas (under 50,000 population).

This FTA program is administered by ADOT. Councils of Governments review and comment on applications received for projects in their planning areas.

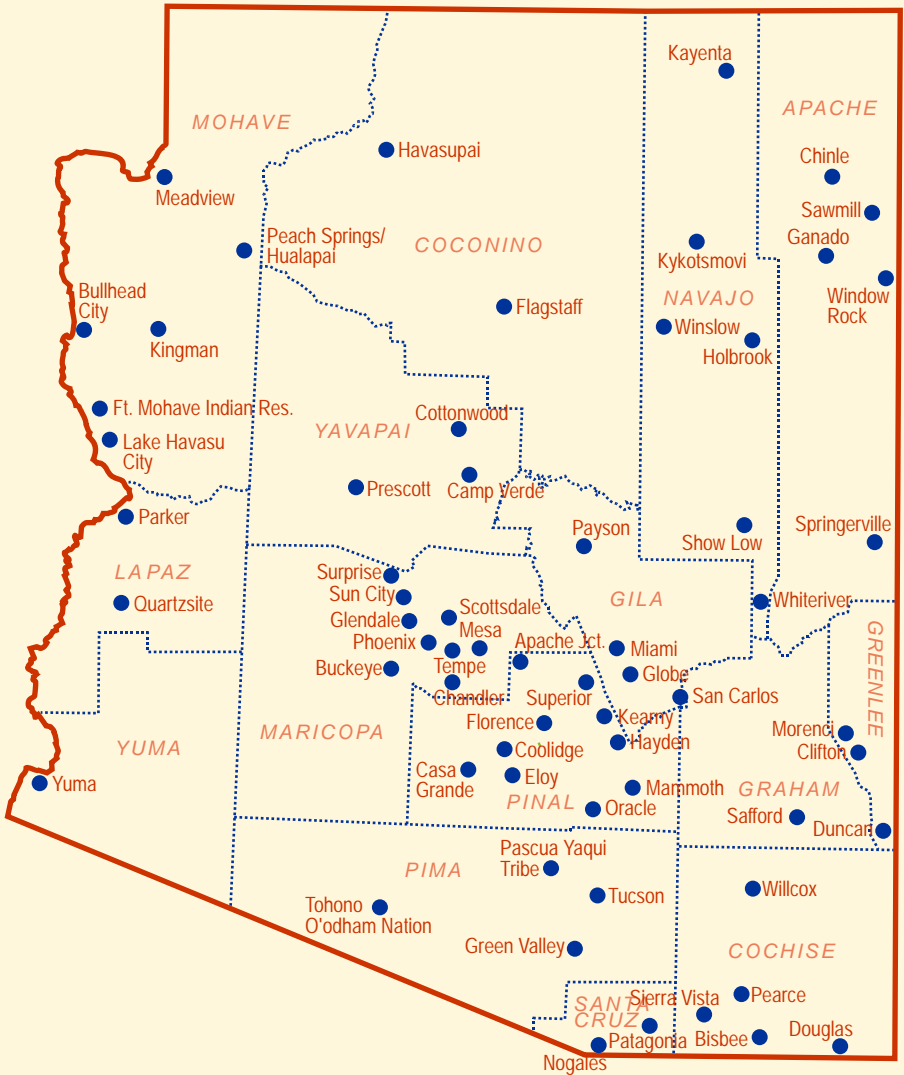
2002 Section 5311 Program Statistics

Passenger trips	742,000
Passenger (project) miles	2,550,000
Total cost	\$3,540,250
Farebox recovery ratio	22%
Cost/passenger trip	\$7.00
Fare/passenger trip	\$2.00
Cost/project mile	\$2.05

Source: ADOT, Transportation Planning Division, Transit Team



FY 2002 Section 5310 Service Locations

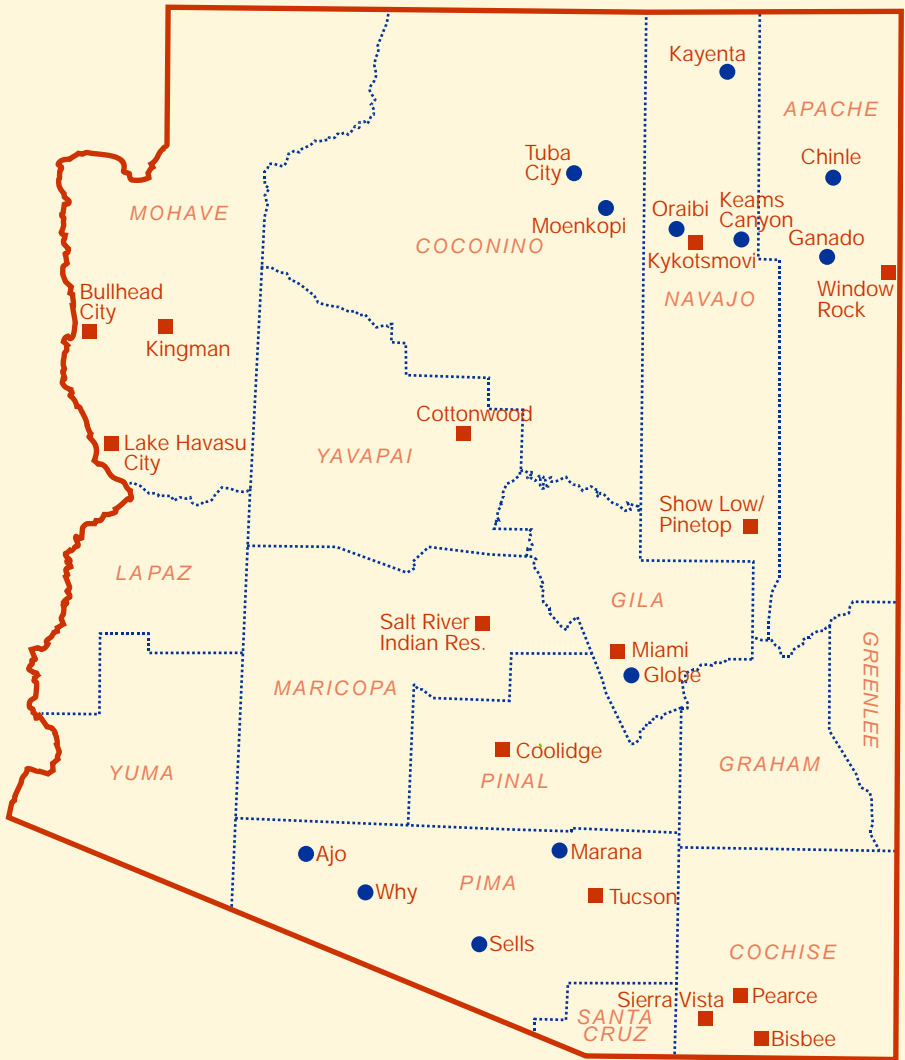


• Elderly and Persons with Disabilities Transportation Program Locations

Source: ADOT, Transportation Planning Division, Transit Team



FY 2002 Section 5311 Service Locations



- Rural and small urban areas public transportation program locations
- Communities served by Section 5311 providers

Source: ADOT, Transportation Planning Division, Transit Team



Phoenix Metropolitan Area Transit Services

The Regional Public Transit Authority (RPTA) provides a structure to enable the various cities in Maricopa County to operate a unified transit system. The cities of Phoenix, Mesa, Tempe, Scottsdale, Chandler, Peoria, Gilbert, Glendale, Avondale

and El Mirage participate in RPTA along with Maricopa County.

Fixed route and demand response services funded by these cities and regional services funded through RPTA operate under the Valley Metro banner.

2002 Valley Metro Fixed Route Statistics

Size of fleet	610 vehicles
Average vehicle age	5.99 years
Passengers	40,194,801
Passengers per vehicle (revenue) hour	28.21
Passengers per vehicle (revenue) mile	1.89
Operating cost per passenger	\$2.39
Operating cost per vehicle (revenue) mile	\$4.52
Revenue per passenger	\$0.66
Farebox recovery ratio	27.8%

Source: Valley Metro



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Tucson Metropolitan Area Transit Services

Transit services in the Tucson metropolitan area are provided by both the City of Tucson and Pima County.

The City of Tucson operates Sun Tran, which services Tucson, South Tucson, the Town of Oro Valley, and portions of unincorporated Pima County.

Intergovernmental agreements are in place to provide service outside city limits. Pima County operates specialized services in the unincorporated county area, regional services from Marana to Tucson, Ajo to Tucson, and demand response services in Ajo.

2002 Tucson Sun Tran Statistics

Passengers	13,628,899
Miles of service	7,590,767
Farebox revenue	\$6,709,956
Operating costs	\$30,811,579
Passengers per vehicle mile	1.80
Operating cost per passenger	\$2.26
Operation subsidy per passenger	\$1.77
Farebox recovery ratio	22%

Source: Tucson Sun Tran

Flagstaff Metropolitan Area Transit System

Mountain Line, unlike other systems in the state, is a new transit service, which began in October, 2001. The City of Flagstaff

passed a transit tax in May 2000 and the below plan is being implemented over the next four years.

	FY 02	FY 05 est.	% Difference
Size of fleet	6	16	+167%
Passengers	150,000	500,000	+233%
Operating cost/passenger	4.22	3.73	-12%
Operating cost/mile	3.30	3.30	0%
Revenue per passenger	.75	.75	0%
Farebox recovery ratio	17%	20%	18%

Source: Transportation Vision 21 Task Force, Final Report and City of Flagstaff